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SIXPENCE.

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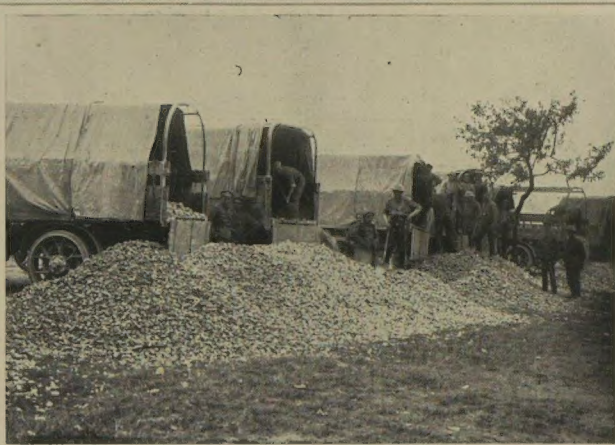
THE LOOK-OUT: A FRENCH OBSERVATION-POST UP A TREE ON THE WESTERN FRONT.

A well-foliaged tree with open ground in view from its upper branches makes an excellent "crow's nest" look-out post, and, with ladders up it, is often made use of as a staff observing-station. A few weeks ago the story was told of how the Kaiser spent a morning in Alsace in such a German tree-post, taking notes of the French lines opposite.

FRENCH WAR OFFICE OFFICIAL PHOTOGRAPH.

THE BRITISH OFFENSIVE IN THE WEST: CLOSE BEHIND THE ATTACK.

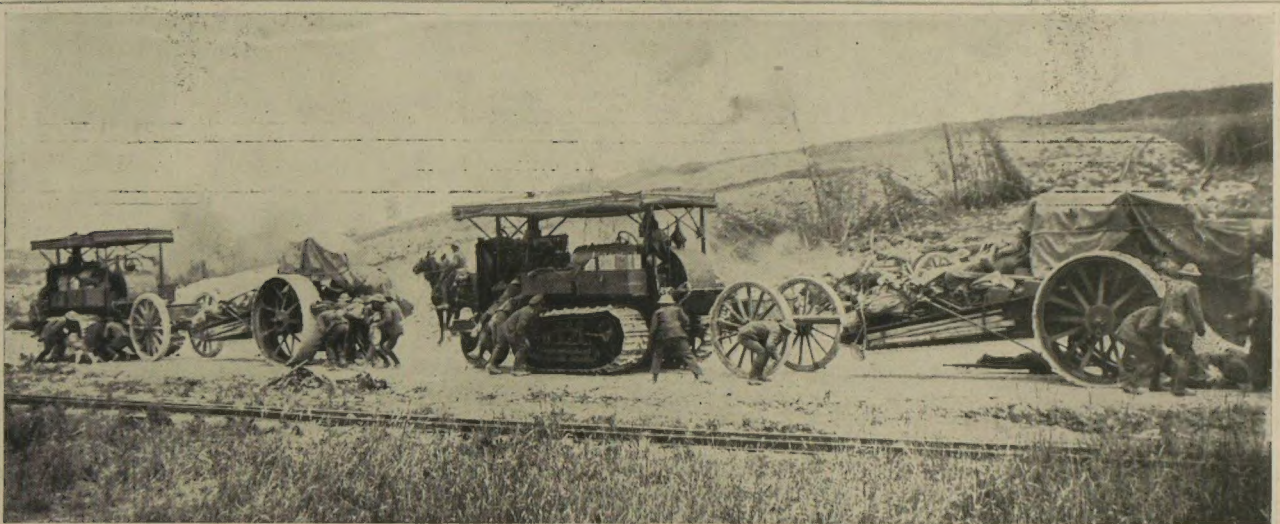
OFFICIAL PHOTOGRAPHS ISSUED BY THE PRESS BUREAU.



ROAD-REPAIRING BEHIND THE ADVANCING TROOPS, FOR ARMY VEHICLES TO KEEP CLOSE UP: DISCHARGING ROAD-MENDING METAL.



A TRANSPORT-WAGON FOLLOWING IN THE TRACK OF THE FIGHTING BATTALIONS: DRIVERS WITH THEIR PET GOAT.



OUR EVER-ADVANCING HEAVY-GUN BATTERIES HOWITZER MOTOR-TRACTORS ON THE ROAD.



CAVALRY PRECAUTIONS BEFORE THE GENERAL ADVANCE: TESTING A BRIDGE OVER A TRENCH-GAP.



GUNNERS ABOUT TO ATTACK A "TARGET" REPORTED BY WIRELESS: A BATTERY COMMANDER MEGAPHONING ORDERS.

Nothing in the carrying way comes amiss to the Motor Transport service at the front. One day its vehicles are speeding up reinforcements of fresh battalions. On another they are carting shells and boxes of rifle and Maxim ammunition, or bully-beef tins and blankets. On another they are employed, as seen in the first illustration, conveying loads of road metal for keeping in repair the roads the vehicles themselves wear out, or to fill up shell-holes in the way of traffic. In the second illustration is shown a transport-wagon with its driver's pet goat on it—perhaps carried as a mascot. The third illustration

shows a team of heavy-gun motor-traction engines on a road, at a halt for overhauling and adjusting the travelling-gear of the engines. A party of cavalrymen are shown in the fourth illustration, testing by means of their united weight the bearing capacity of a light field-bridge over an awkward trench-gap where an accident after dark might happen. The fifth illustration shows an artillery battery commander, ensconced in rear of his guns, megaphoning orders to "commence firing" on a "target," information as to which has just been received through a "wireless" installation.

SMASHING THE GERMAN LINE: EFFECTS OF BRITISH GUNS AT OVILLERS.

OFFICIAL PHOTOGRAPHS ISSUED BY THE PRESS BUREAU.



POUNDED BY THE BRITISH ARTILLERY: GERMAN TRENCHES AT OVILLERS BATTERED BY OUR BOMBARDMENT.



WHERE HAND-TO-HAND FIGHTING CONTINUED FOR TEN DAYS: RESULTS OF BRITISH HEAVY GUN-FIRE NEAR OVILLERS.

The havoc wrought in the German trenches by the British bombardment is well shown by these photographs. An official Headquarters despatch of July 17 stated: "In Ovillers-la-Boisselle, where there has been continuous hand-to-hand fighting since July 7, we captured the remaining stronghold of the enemy, together with 2 officers and 124 Guardsmen, who formed the remnants of its brave garrison. The whole village is now in our hands." As evidence of what the Germans suffered from the British bom-

bardment, the despatch went on to quote from several captured German documents. One of these, a message from a company of the 16th Bavarian Infantry Regiment to the 3rd Battalion 16th Bavarian Infantry, said: "Severe enemy artillery fire of all calibres up to 28 cm. on company sector. Company strength, 1 officer, 12 men. Beg urgently speedy relief for the company. What remains of the company is so exhausted that, in case of an attack, the few totally exhausted men cannot be counted on."

A CHARGE BY FRENCH INFANTRY: A REMARKABLE PHOTOGRAPH.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



CROSSING NO-MAN'S LAND: A FRENCH BAYONET-CHARGE.

The heroism of the Allied troops on the Western Front has been the subject of much well-earned admiration, and the public is never tired of learning, from men who write of what they have seen, of the valour of "fragments of battalions, scraps of companies, shreds of platoons," and the courage which they have shown. Our photograph shows

a French officer gallantly leading and encouraging his men in a daring advance over open ground, where any moment may bring death hurtling through the air. And this is not an isolated incident, but a peril, boldly faced, which may recur at any moment as the gallant men press on with stern, set faces, keen eyes, and bayonets fixed.



By G. K. CHESTERTON.

ONE of the main troubles with the modern German is that he does not understand the idea of intellectual self-sacrifice. Material and moral self-sacrifice, as in the endurance of death for oneself or for one's friends, he understands like all other Europeans; and none of his enemies, who are suffering the same things, will speak lightly of such virtues. But the idea of a sacrifice for truth is totally unmeaning to him. He will not give up a claim, even when he is advancing a stronger claim which is quite inconsistent with it. He will give up anything rather than a boast; and his boasting will always have it both ways. The German Eagle is of the same feather as the famous bird who was habitually in two places at once. It is notable, for instance, that the Germans were perpetually in a dilemma between their pride in population and their pride in personality. They boasted by habit that there were three Germans to one Frenchman; but they tried to combine it with saying that three Frenchmen had fled before one German. Germany expanded and contracted in the course of a single sentence. It was sometimes a conquering civilisation that already covered most of the world, and sometimes a single or even small country which by its supernatural excellence could keep the whole world at bay. When a much larger force drove a much smaller one backward from the Sambre it was a proof that Germany was gigantic. But when the same small force drove the same large force backwards from the Marne it only proved how the whole world was taking advantage of Germany being small. The same crazy self-contradiction can be seen in the German comments on the French bomb raids at Karlsruhe, especially if we take them in connection with their comments on German bomb raids on the East Coast.

It is a common enough historical phenomenon, of course, for one party to permit to itself as an expedient what it denounces in its opponent as an atrocity; the princes and diplomatists of the sixteenth and seventeenth centuries, for instance, were constantly fomenting plots of assassination and indignantly fastening the guilt of them on others. But in these cases at least the criminals who denounced other people's crimes denied their own. They had at least consistency enough to be hypocrites, and concealed in themselves what they condemned in others. What is abnormal, and even maniacal, about the German writer is his honesty. He is innocently vain-glorious about doing to somebody else what he is innocently horrified at anybody else doing to him. He does not disguise the object of the Zeppelin raids in England; he does not even disguise the effect of them on unarmed civilians, on women, or on children: he appears to glory in it. But he appears to hold that what can be his glory can be our infamy. And if it be asked why he should not simply keep silence on his own crimes, like any other criminal—why he should not present the French retaliations as entirely new provocations and pretend to avenge them as such—the answer is that in order to tell this comparatively sensible and practical lie he would have to surrender another boast: he would have to surrender his boast of having been "first in the field" with new scientific antics and new types of international terrorism. A certain number of non-combatant corpses in Essex are required to satisfy his prestige in aeronautics; while at the same time a certain number of non-combatant corpses in Karlsruhe will satisfy his deep-hearted German craving for righteous indignation. But he cannot either reject the method because it is

horrible or accept the method although it is horrible—for, either way, he would lose one of the feathers he has stuck into his fool's cap.

Mr. Belloc's recently published book upon the Battle of the Marne—for that is the truest description of the second volume of his series called "A General Sketch of the European War"—raises some very fascinating problems about this inconsistency in the German: this indescribable element of double-mindedness and confusion, like the dual personality in a dream. Mr. Belloc himself, indeed, refuses altogether to dally with such matters; he deliberately keeps close to the facts with a military severity which produces a remarkable impression of military speed. His very coldness is exciting, as suggesting the sort of icy concentration of the intelligence when it can manage to deal with instantaneous peril. The very fact that he will not stop for natural description or moral

efficiency, but was something very like anti-efficiency. They had managed in some way to allow the magnificence of the march to obscure the simplicity of the goal. The art of war became sterile—a sort of art for art's sake.

For instance, they have incessantly excused themselves by saying that the violation of Belgium was a necessity. It would, perhaps, be an exaggeration if I were to say that it was really a luxury. But it was something very extraordinary for which the word "luxury" gives the key. It is more and more apparent that it was almost certainly a very expensive blunder; and I believe there is something duplex in the Teutonic temper by which the very expensiveness concealed the blundering.

As Colonel Feyler, Mr. Belloc, and others point out, the passage through Belgium gave the Germans longer and more vulnerable communications. It hampered them by having to turn a great part of their army into a police. Above all—and what has not, I think, been so much noticed—it demonstrated the failure of the ring fortress on the comparatively harmless working model of Liège, instead of letting the first and fatal blow fall without warning upon Verdun or Belfort. Doubtless there were practical arguments on the other side; but I strongly suspect they were supported by something not practical. They were supported by the German artistic temperament, which has a positive taste in violence. The abstract idea of "smashing through" something simply went to their heads. They were intoxicated with their own terrorism, and by the very fact that it was what they would call an old Continental convention that they were smashing like a stick. We see the same thing in the killing of Nurse Cavell—an utterly brainless explosion of the "will to power."



IN AMSTERDAM: H.M. THE QUEEN OF THE NETHERLANDS—A RECENT SNAPSHOT.

With her Majesty is Mr. van Aalst, President of the Netherland Overseas Trust, and a prominent figure in the Netherlands.

philosophy, save briefly at the beginning and the end, gives the reader an almost oppressive vision of the vast and wheeling armies that will not stop for anything.

War pictures of to-day would have to take the form of a sort of free and even wild cartography, more like that of the antiquated bird's-eye views, with their pattern of toy trees and toy ships. The impression produced on anyone used to the slightly soapy sentiment of the Royal Academy might merely be the impression of a map gone mad. But it is a very good example of a possible and intelligent sort of Futurism, which might really somewhat enlighten and refresh the future. It is also a very good example of the truth that, when we do really find something to refresh us in the future, it is generally very like something that existed long ago in the past.

But I am not reviewing Mr. Belloc's book, but remarking on some curious questions which it raises in connection with German psychology. It is more and more apparent that there was present with the German hosts from the beginning, amid all their unquestionable closeness of application and colossal care for detail, a spirit which not only was not

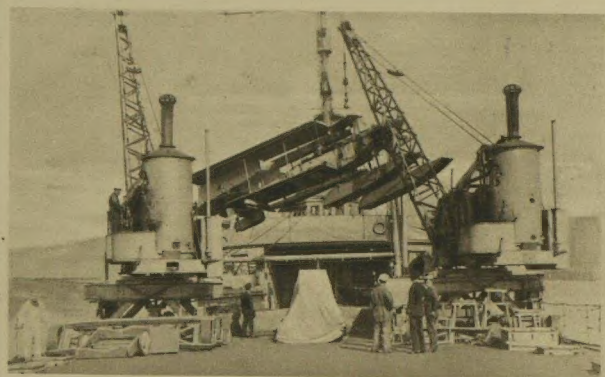
We see it, as I have said at the beginning of this article, in the quite self-contradictory cock-a-whooping over the Zeppelin terrorism in England, which their consciences repudiate when it occurs in Germany. A sort of exultation in ruin carries them on with its own weight, not only against their moral sense, but sometimes even against their material interest.

And I incline to fancy that we can see it, though the point is much more perplexed and very much more beyond my competence to settle, even in the error which broke them at the Battle of the Marne. I merely throw it out as a suggestion, for I am wholly ignorant of innumerable things that may make it quite inadmissible. But Mr. Belloc confesses himself puzzled by the Germans even permitting such a blunder; and the explanation might well be as odd as the fact. It is admitted that a gap opened in the Prussian Guard, through which Foch drove his forces, because one half of the German line was rolled up westwards to meet an unexpected attack, while the rest was driving southward to break the French centre. It might at least be maintained that it was the very violence and enthusiasm of this southward drive that blinded the enemy with oblivion of the gap opening behind him, that a sort of triumphant unreason made their judgment totter, that they were drugged with the mere physical sensation of advance and victory, and the mere thirst to destroy drove them on to their destruction.

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EYES OF THE FLEET AT SALONIKA: THE WORK OF BRITISH SEAPLANES.

OFFICIAL PHOTOGRAPHS ISSUED BY THE PRESS BUREAU.

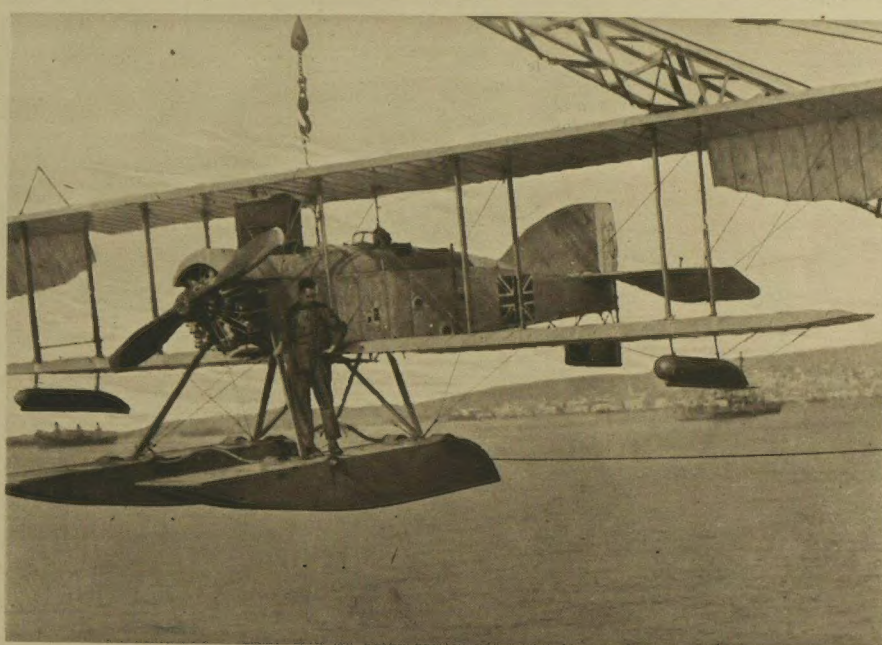


THE FIRST STAGE OF A SEAPLANE FLIGHT: LIFTING A MACHINE FROM THE HOLD OF A PARENT SHIP.



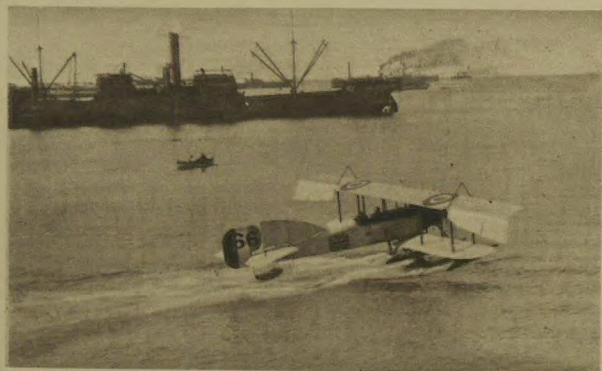
THE SECOND STAGE: A SEAPLANE READY FOR FLIGHT, WITH PILOT AND OBSERVER ON BOARD, ABOUT TO START FROM THE PARENT SHIP.

IN his report of the operations of the Battle-Cruiser Fleet in the Battle of Jutland, Admiral Beatty said: "I ordered 'Engadine' to send up a seaplane and scout to N.N.E. This order was carried out very quickly, and by 3.8 p.m. a seaplane . . . was well under way; her first reports of the enemy were received in 'Engadine' about 3.30 p.m. Owing to clouds it was necessary to fly very low, and in order to identify four enemy light cruisers the seaplane had to fly at a height of 900 ft. within 3000 yards of them, the light cruisers opening fire on her with every gun that would bear. This in no way interfered with the clarity of their reports, and both Flight-Lieut. Rutland and Assistant Paymaster Trewin are to be congratulated on their achievement, which indicates that seaplanes . . . are of distinct value."

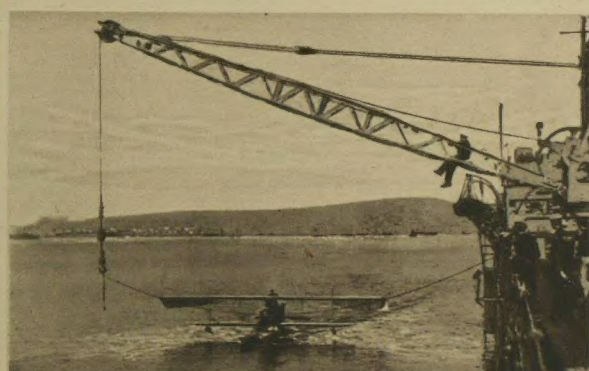


THE THIRD STAGE: A BRITISH SEAPLANE BEING LOWERED TO THE WATER FROM THE DECK OF THE PARENT SHIP.

WRITING from Salonika a few weeks ago, Mr. G. Ward Price said: "High regard should be had for these Allied airmen in the Balkans. They fly over most dangerous country. Places where, in case of engine breakdown, it would be possible to land are rare indeed in such mountainous country. They start off on long tours, often at night, knowing that the slightest panne will mean certain death, and fly 100 or 150 miles, with no better guidance than a pocket electric torch, occasionally flashed on the dials of their instruments. Nor is their gravest danger over when they reach home before dawn. With the best skill most serious accidents can take place while landing. Allied seaplanes, too, make long oversea flights entirely unescorted. Some of them have had breakdowns and alighted—fortunately, near an island."



HOME AGAIN: A BRITISH SEAPLANE IN SALONIKA BAY AFTER FLYING IN SEARCH OF ENEMY AIRCRAFT.



THE RETURN TO THE PARENT SHIP: A SEAPLANE ON THE WATER AND THE CRANE READY TO HAUL IT UP ON DECK.

Seaplanes are an important adjunct to a modern fleet, for scouting and observation purposes. Their worth in a fleet action was proved in the Battle of Jutland Bank, as described in the extract quoted above from Sir David Beatty's report, which was published along with Sir John Jellicoe's despatch. At Salonika the British seaplanes, as well as the aeroplanes of the land forces, have done excellent service. The other quotation given above, from one of Mr. G. Ward Price's messages, indicates the valuable work

they perform in that sphere of operations. Seaplanes attached to a naval force are carried on board a ship specially fitted for the purpose, known as a "parent" ship. At the Dardanelles, it will be remembered, the "Ark Royal" was employed in this capacity. The photographs on this page show the successive stages of launching a seaplane from the parent ship and taking it aboard again on its return from a flight.

WHERE EVERY RUIN WAS A "FORT": AT DOMPIERRE DURING THE OPENING OF THE GREAT FRENCH OFFENSIVE.



EVERY RUINED HOUSE AND COTTAGE A FORT ONLY TAKEN BY HAND-



TO-HAND FIGHTING: IN THE VILLAGE OF DOMPIERRE AFTER ITS STORMING.



THE CAPTORS OF DOMPIERRE: THE VICTORIOUS FRENCH INFANTRY OF THE

"The Franco-British troops this morning developed an offensive action on a front of about 40 kilometres (about 25 miles), and during the afternoon along the whole of the front of the attack the Allied troops captured the first-line German positions. . . . South of the Somme, the villages of Dompierre, Becquincourt, Bussu, and Fay fell into our hands." So ran the French official communiqué of July 1, recording the attack with which the above illustrations have to do. They are photographs taken on the spot immediately after the battle. It was of the same action that Sir Douglas Haig, in recording the general progress of the day's fighting, used the memorable expression, "So far the day goes well for England and France."



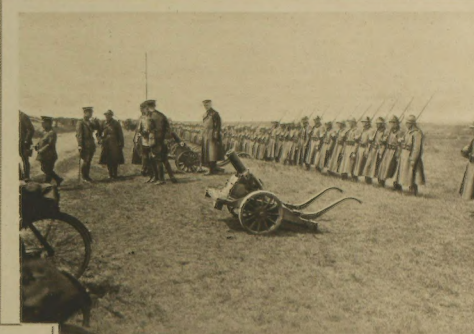
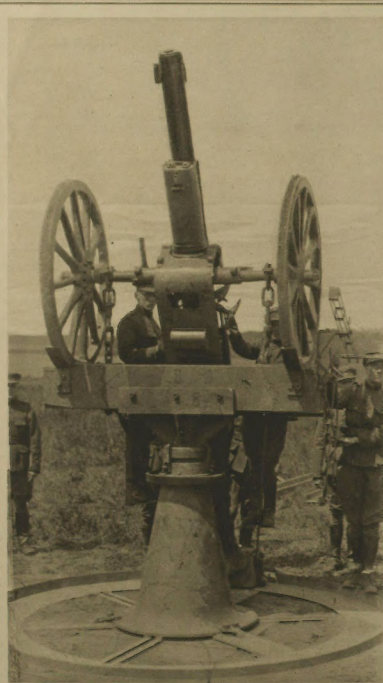
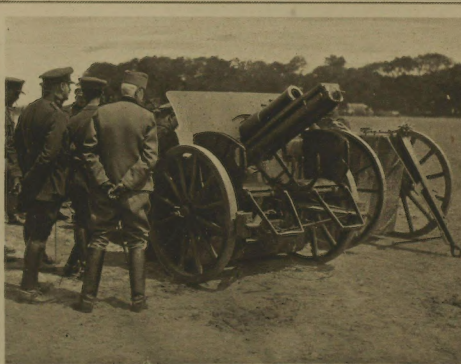
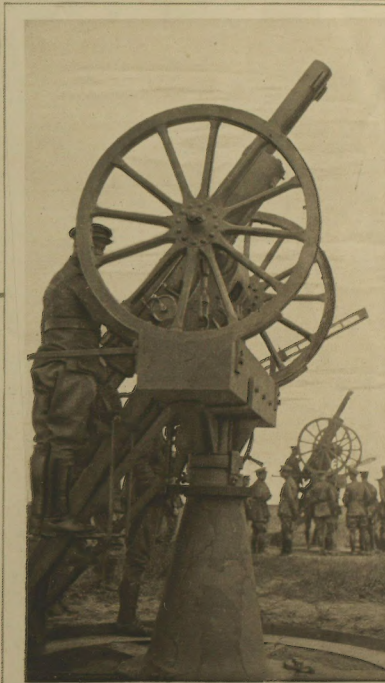
ATTACKING COLUMN RETURNING AFTER BEING RELIEVED BY THEIR SUPPORTS.

Describing the attack at Dompierre and therabouts, a "Times" correspondent said: "The chain of fortified villages which formed the backbone of the German first defence line was carried almost wholly in the first 24 hours of the attack, about six miles of the French front being pushed eastwards to a depth varying from 2½ to 3½ miles. The French infantry, who went out to the assault with all their old dash and gaiety, quickly seized the villages of Dompierre, Becquincourt, and Fay, on the plateau of Péronne. Dompierre itself, before its destruction by the preliminary bombardment that cleared the way for the infantry, was a village of some six hundred and fifty inhabitants, two miles south of the Somme."—[Copyrighted in the United States and Canada.]

"AN IMPORTANT LINK IN THE ALLIED LINE": THE NEW BELGIAN ARMY—WELL FOUND IN MEN AND MUNITIONS.

PHOTOGRAPHS SUPPLIED

BY TOPICAL PRESS.

SPECIALLY CONSTRUCTED FOR THE NEW BELGIAN ARMY:
A 105-MM. (4-INCH) HOWITZER BATTERY.ON THE WAY TO THE TRENCHES:
DRAWN BY HELMETED75-MM. (2.9-INCH) TRENCH-MORTARS
SOLDIER GUN-TRAMS.GUNS AND MEN: AN OFFICIAL INSPECTION OF TRENCH-MORTARS
AND BATTLE-EQUIPPED INFANTRY.ON PEDESTAL PIVOT MOUNTING FOR ALL-ROUND FIRE: AN ANTI-AIRCRAFT
75-MM. (2.9-INCH) GUN.FIRING EXERCISE BEFORE INSPECTING OFFICERS: 75-MM. (2.9-INCH) TRENCH-MORTARS
AND THEIR TEAMS.FRENCH CAPTURES IN CHAMPAGNE TRANSFERRED TO THE BELGIANS:
EX-GERMAN 105-MM. (4-INCH) GUNS.BATTERY FIRING—PRACTICE DURING AN OFFICIAL INSPECTION: 75-MM. (2.9-INCH)
TRENCH-MORTARS IN ACTION.READY TO FIRE: A 210-MM. (8.3-INCH) HEAVY HOWITZER
ON ITS MOUNTING.ON PEDESTAL PIVOT-MOUNTING FOR ALL-ROUND FIRE:
A 75-MM. (2.9-INCH) ANTI-AIRCRAFT GUN.

"The Belgian Army opposed inch by inch the advance of overwhelming forces with tenacity, with endurance, with brilliant courage, for which the two great Western Allies owe them an immeasurable debt of gratitude. With its heroic King still at its head, that Army, after a lapse of nearly two years, is still in Belgium, which neither the King nor his gallant troops have quitted. There they form an important link in the Allied line which holds Germany in check, well found in men and munitions, and well able to cope with the exigencies of modern war." These words are a passage from Mr. Asquith's speech at the Royal Albert Hall at the great public demonstration held there on July 21 to celebrate the Anniversary Day of Belgian Independence. The Prime Minister spoke well within his text in regard to the present-time efficiency of King Albert's reorganised Army. It is at this moment more than

five times as numerous as the army that, in October 1914, took post between Ypres and the sea after the retreat from Antwerp. Since then the entire Belgian Army has been reorganised into a war-machine of the first order. It has been re clothed in a service uniform of khaki in place of the conspicuous peace-time dress in which the Belgians had to fight at bay in the autumn of 1914. It has been re-equipped with heavy and light batteries of artillery of the most up-to-date type. Squadrons of the new Belgian cavalry took part in the march through Paris on July 14, and were the admiration of all beholders. All ranks of all arms are full of perfectly trained men in the prime of fighting vigour, burning with patriotic ardour for the moment to arrive when the word is given for them to go forward and avenge the abominable barbarities to which their native land has been subjected, with the war-cry on their lips, "Vive la Belgique!"

THE GREAT OFFENSIVE ON THE WESTERN FRONT:

DRAWN BY R. CATON WOODVILLE FROM MATERIAL



A PARTY OF THE ENEMY SURPRISED ON THE OUTSKIRTS OF DELVILLE WOOD

The Indian cavalry troop who, with a troop of Dragoon Guards, swooped down on men of a German infantry detachment in the cordillera near Bazentin and on the outskirts of Delville Wood, by their unexpected appearance and sudden approach secured all the fight out of some of the Germans. The Germans in question had been holding the wood, but the havoc wrought by British artillery fire and the burning shells among the trees proved too much for their nerves. They were in the act of quitting the wood, intending to take their chance of reaching another and less exposed German position, when the Indians came suddenly on the scene and rode in among the trees close to them. A special correspondent at the front describes what

THE INDIAN CAVALRY DASH NEAR BAZENTIN.

SUPPLIED BY ONE WHO TOOK PART IN THE ACTION.



WHILE IN THE ACT OF ESCAPING: GERMANS SURRENDERING TO INDIAN CAVALRY.

happened, as he learned the facts afterwards from one of the German prisoners who spoke English. At the sudden coming of the Indians, the Germans thought only of surrendering—but would they be spared? "My comrades were afraid," said the German sergeant. "They cried out to me that the Indians would kill their prisoners, and that we should die if we surrendered. But I said, 'That is not true, comrades. It is only a tale. Let us go forward very quietly with our hands up.' So in that way we went, and the Indian horsemen closed about us, and I spoke to one of them asking for mercy for our men. He was very kind, and a gentleman, and we surrendered to him safely."—(Drawing Copyrighted in the United States and Canada.)

SOUTH AFRICA'S SHARE IN THE GREAT OFFENSIVE IN FRANCE: UNION TROOPS AT THE CAPTURE OF DELVILLE WOOD.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN OFFICER PRESENT AT THE ACTION.



THE GALLANT SOUTH AFRICANS ON THE WESTERN FRONT: PASSING OVER THE GERMAN TRENCHES IN DELVILLE WOOD.

South Africa's share in the war has indeed been a magnificent achievement. Not only have her troops, under General Botha, carried to triumph the arduous campaign in German South-West Africa, and are now fighting with splendid success under General Smuts in German East Africa, but she has also sent a fine brigade to Europe to serve on the Western Front, where they have already won their laurels, and have recently been fighting with the utmost heroism in the great offensive in France. A recent Reuter message from the war-correspondents' headquarters stated: "In the heavy fighting of Saturday (July 15) the South African infantry attacked with great gallantry, and went right through a certain wood. They displayed great resource and skill in overcoming the peculiar difficulties of this species of fighting, and have won unstinted praise for

their services. South Africa may well be proud of the part her sons have borne in the tremendous struggle. The casualties are reported to be not heavy, having regard to the success achieved." Our illustration shows the capture of Delville Wood, where the fighting has been so intense, and the place rendered such an inferno by bombardment, that its name has been aptly converted by the troops into "Devil's Wood." The South Africans are seen in the background storming across a line of German trenches. Nearer to the foreground are seen some Highlanders who were at that time acting in support. After the capture of Delville Wood, where they converted a sunken road into a trench, the South Africans were subjected to severe shelling by the enemy.—[Drawing Copyrighted in the United States and Canada.]

A "RORKE'S DRIFT" OF THE GREAT WAR: THE GLORIOUS STAND OF THE ROYAL WEST KENTS IN TRONES WOOD.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL

SUPPLIED BY AN OFFICER PRESENT AT THE ACTION.



ONE OF THE MOST HEROIC EPISODES OF THE GREAT BRITISH OFFENSIVE: A SMALL BODY OF

The heroic conduct of a small body of men of the Royal West Kent Regiment, under one of their captains, in the woods between Montauban and Guillemont, must be counted as one of the finest exploits of the war. "This little force," says a Reuters message from the British Headquarters in France, "got separated from the main attack upon Trones Wood, delivered at 7 o'clock on Thursday night (July 13). This attack did not succeed, and dusk found a small band of West Kents, cut off in the eastern part of the wood, with Germans swarming around them. Luckily they had collected some Lewis guns, left by our people on an earlier occasion, together with a good deal of additional ammunition. The captain organised his men with remarkable skill, and the result was that not only did they establish several small strong points which they successfully held against tremendous odds, but inflicted casualties estimated at 150, including 35 prisoners. At 8 a.m. on the following morning relief arrived, and, in consequence of the dogged maintenance of their position by the West

THE ROYAL WEST KENT REGIMENT, WHO HELD OUT ALL NIGHT, REPELLING GERMAN ATTACKS.

Kents, the relief troops were enabled to develop a systematic clearance of the wood. The episode is, indeed, reminiscent of Rorke's Drift." It was with joyous surprise that the relieving force in the morning came upon the heroic remnant of the West Kents in a place where it was believed that no British troops could survive. "The wood," writes Mr. Philip Gibbs, "was captured again, and then a queer kind of miracle happened, and it seemed as if those who had been dead had come to life again. For out of holes in the ground, and from behind the fallen timbers of shelled trees, came a number of English boys, dirty and wild-looking, who shouted out, 'Hullo, lads!' and 'What cheer, matey?' . . . They were West Kents, who had first taken the Trones Wood, and then had been caught in a barrage of fire. With one officer, they had dug themselves into the roots of trees on the eastern edge of the wood, and kept the Germans at bay."—[Drawing Copyrighted in the United States and Canada.]

CAMPAIGNING IN THE MOUNTAINS AT 10,000 FEET: WONDERS

FROM PHOTOGRAPHS AT THE ITALIAN WAR PICTURES

OF ALPINE WARFARE WITH THE HEROIC ITALIAN ARMY.

EXHIBITION AT THE LEICESTER GALLERIES.



IN WHITE UNIFORMS, TO LOOK LESS CONSPICUOUS ON THE SNOW: ITALIAN TROOPS GOING INTO ACTION AT A HEIGHT OF ABOUT 10,000 FEET.



WHERE TRENCHES AND DUG-OUTS ARE CUT AT THE ENTRANCE



IN ICE AND SNOW: ITALIAN SOLDIERS TO AN ICE GALLERY.



TRENCH-WARFARE IN THE HIGH ALPS: ITALIAN TROOPS FIRING THROUGH LOOPHOLES IN AN ICE PARAPET.



AT AN ALTAR AND CROSS CARVED FROM SOLID ICE: AN ITALIAN MILITARY CHAPLAIN HOLDING A FIELD-SERVICE.



THE WORK OF THE CHURCH IN ITALY'S OF BLESSING



MOUNTAIN CAMPAIGN: THE CEREMONY NEW COLOURS.



MARVELS OF THE FILOVIA: AN ITALIAN GUN TRANSPORTED AMONG MOUNTAIN PEAKS ON AN AERIAL CABLE.

The fact that most of the Italian fighting against Austria has to be done in high mountain country renders it in many ways the most wonderful and interesting of all the campaigns in Europe. Italy's part in the war has been one of the utmost importance to the general plans of the Allies. Her troops have kept engaged along their front large Austrian forces which would otherwise have been free to act against Russia. After withstanding a violent onslaught of the enemy in the Trentino, the Italians a few weeks ago turned the tables by initiating a triumphant counter-offensive. A vivid idea of the conditions in which they fight among the Alps is given by these photographs, which are on view, with a large collection of war pictures by Italian artists, at the Leicester Galleries in Leicester Square, a most interesting exhibition which everyone should make a point of seeing. The Alps, as the

Italian mountain troops are called, are constantly performing marvellous feats in scaling precipices and capturing positions on apparently impregnable peaks. Not less wonderful is the work of the Italian engineers, who make the advance possible by constructing roads and other means of transporting guns, material, and men. By means of the *filovia*, or aerial cable railway, guns weighing up to 400 kilos (nearly 8 cwt.) can be carried up the mountains. Heavier guns are hauled up the roads by steam-tractors, and man-hauled by drag-ropes at zigzag turns. Batteries of guns each weighing 11 tons, with a carriage of 5 tons and a platform (in sections) of 30 tons, have been in some places at a height of 9000 feet. The uniforms and equipment of the men are adapted to the conditions, some being dressed in white so as to make them a less conspicuous mark for the enemy, amid the snow.



VIEW OF ST. SOPHIA AT THE BUILDING OF THE
EMPEROR JUSTINIAN: AN ARCHITECT AT WORK



VIEW OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE:
GIVING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRalles & ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453,
& THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

SCIENCE JOTTINGS.

THE GREEK-FIRE OF THE GERMANS.

IT is a common error to suppose that the secret of the composition of the Greek-fire so jealously guarded by the Emperors of Constantinople is lost. On the contrary, it is set out at length in an Arabic

time. This may well be, and would, perhaps, get over the difficulty of igniting the liquid before it was pumped on the enemy; but the Germans seem to have improved on their model by using compressed air. The ignition was also arranged for by them either by mixing with the naphtha an organic substance which will spontaneously take fire when

of the engine, and thereby exposing him to the attention of "snipers" of the other side. Hence the Germans have of late found it more prudent to separate the burning fluid itself from its means of ignition, and they now begin their attack by throwing fire-balls into the enemy's trenches, with a fuse which lights them as soon as they touch ground. These are immediately followed by squirts of the inflammable liquid directed on the same spot, which thereby catch light and raise a sort of curtain of flame about a metre in height, through which the stormers dash.

Ingenious as all this may be, it may be doubted whether we have here a permanent addition to the horrors of warfare. It is significant that the original Greek-fire—although, as Gibbon tells us, it was invented by Callinicus, a native of Baalbek in Syria, for the Turkish Caliph, and the secret afterwards sold by its inventor to the Greek Emperor—was never used by the Turks for whom it was invented, and its employment soon died out after the general adoption of the arquebuss. Our ancestors were not exactly fools in matters of warfare, and we are sure that they would not have abandoned this means of defence against the advancing "paynim" had it been really effective. But it seems that the effectiveness of this, as of other German innovations in war, depends mainly on the element of surprise, and that, like the famous locks sold at twopence apiece, they are just good enough to be used once. Although it might easily cause confusion among troops in trenches, the short range of the *Flammenwerfer*, which is at most fifty yards, would probably prevent it from being used against troops in the open; and since we are, as we all hope, beginning to see the end of trench warfare, it is probable that we may not hear much more of "liquid flame." For the rest, the extinction of this flame, as to which mediæval writers cherished some very odd ideas, presents no great difficulty to modern science, and a few fire "extincteurs" like those kept in private houses where the water-supply is not very good would probably be found of great use in the trenches. Even failing these, sand—whether wet or dry—would soon put an end to the hurtfulness alike of the liquid itself and the fire-balls by which it is preceded.—F. L.



ON THE WESTERN FRONT: DRAWING A HEAVY HOWITZER TO A MORE FORWARD POSITION.

Official Photograph. Crown Copyright reserved.

manuscript of the year 1225, now in the Royal Museum at Leyden, as well as in the better-known "Liber Ignium ad Comburendum Hostes" of Martin Græccus, written five years later and republished in 1842. Its ingredients are there given as naphtha, pitch, resin, and sulphur, and are identical, according to a writer in the current number of the *Revue Scientifique*, with those of the liquid used in the *Flammenwerfer* of our enemies. One can even fancy with a little imagination how Kaiser Wilhelm, on the look-out for some novel means of increasing the horrors of war, set one of his savants at work to hunt up the subject of Greek-fire, and how the same savant, after much research in the laborious German fashion, discovered the receipt in the Leyden manuscript in question. Moreover, the Greeks of the Lower Empire employed this form of frightfulness in exactly the same way as the Kaiser's hosts. The well-known passage in the *Sire de Joinville's* Memoirs about it, "Coming flying through the air like a winged dragon, about the thickness of a hogshead, with the report of thunder and the speed of lightning, so that the darkness of the night was dispelled by this horrible illumination," has misled scholars as to the way it was projected. Pots containing it were undoubtedly hurled by engines on board ship resembling the modern—which was also the ancient—catapult; but the Greek sailors of the Middle Ages also used a cheirosiphon, or hand-tube, worked by an officer called a Siphonator, which enabled him to direct it on any point he pleased of the enemy's vessel. This was undoubtedly the parent of the modern *Flammenwerfer*.

How the liquid in question was forced out of the tube may still be doubtful; but Professor Bury, in the notes to his edition of Gibbon, thinks it was done by gunpowder, the composition of which was, according to him, already known to the Greeks of de Joinville's

exposed to the atmosphere, as described in a former article in this column, or by some other easily imagined means. But this, according to the writer in the *Revue Scientifique*, was found to have its disadvantages. The liquid, once inflamed, was liable to blow back upon its projectors, and, as he does not say, had the inconvenience of revealing the carrier



ON THE WESTERN FRONT: A "CATERPILLAR" TRACTOR FOR A HEAVY GUN.

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COMPELLED!

Dunlop: Got a new car, I see.

The Doctor: Yes. Had a smash in the old car. Some fool ran into me. Couldn't get replacements and repairs done in decent time and so was compelled to buy an imported car.

Dunlop: Well, remember, when the time comes, that you are not compelled to re-tyre with imported tyres. I make tyres in all the principal foreign sizes—and better tyres than anyone else, too.

The Doctor: As a scientific man I'm a stickler for proof, you know!

Dunlop (producing a sheaf of letters from the Front):
"Really I cannot praise them enough" "I am writing this letter to you simply out of admiration for the wonderful durability of your tyres" "The majority of the ambulances use Dunlops and I have never seen a car using Dunlops stopped on account of tyre troubles."

The Doctor: Halt! Enough!

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FOR KING AND COUNTRY: ON THE ROLL OF HONOUR.

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MAJOR D. HUGHES-ONSLow,
Dorsetshire Regt. Son of late Henry G.
Hughes-Onslow, Balkissock and Alton-Albany,
Ayr. Mentioned in despatches.



LT.-COL. D. G. BLOIS, D.S.O.,
R.F.A. Twice in despatches.
Awarded D.S.O. in January.
Son of late Sir John Blois.



LT.-COL. C. C. MACNAMARA,
R. Irish Rifles. Was A.D.C.
to Lord Milner, S. Africa;
Staff Officer, Bombay, 1904-5.



LIEUT.-COL. A. ST. HILL GIBBONS,
King's (Liverpool) Regt. Explorer of the Upper
Zambezi, and author of "Exploration and
Travel in Central Africa," etc.



MAJOR W. PYT BENNETT,
R.A. Son of late W. Stephenson Bennett, of
Ceylon, and Mrs. Bennett, Wood Norton, Fleet,
Hants.



MAJOR A. W. L. TROTTER,
Leicestershire Regt. Resided in
Virginia, U.S.A. Offered
services to his old regiment.



MAJOR G. E. VENNER,
Sherwood Foresters. Recently
given Majority in recognition
of services.



LIEUT.-COL. FRANK A. JONES,
C.M.G., D.S.O.,
S. African Infantry. Fought in S. African War;
wounded, despatches, D.S.O.



LIEUT.-COL. C. W. D. LYNCH, D.S.O.,
King's Own Yorks L.I. Twice in despatches.
Son of late Major-Gen. W. W. Lynch, C.B.,
and Mrs. Lynch, Guildford.



MAJ. GEORGE F. HIGGINS,
King's (Liverpool) Regt. Son of
Mr. Frederick C. Higgins,
Egerton Park, Rock Ferry.



MAJ.-GEN. E. C. INGHAM-
VILLE-WILLIAMS, D.S.O.,
Was awarded the D.S.O. for
services in S. African War.



MAJOR G. M. CLARK,
Northampton Regt. Elder
son of late Rev. M. M. Clark,
and Mrs. Clark, Winchester.



LIEUT.-COL. H. E. BRASSEY,
Household Cavalry, att'd. S. Lancs Regt. A
fine sportsman and polo-player. Fought in
S. Africa with distinction.



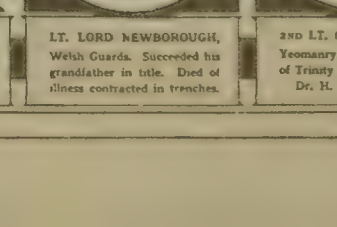
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late Dr. A. Hess, and of Mrs.
Hess, Courtfield Gardens.



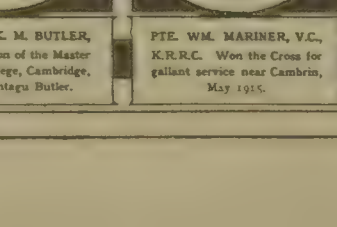
MAJOR J. F. GRAHAM,
R.F.A. Son of late Robert
Graham, Trinity College,
Dublin.



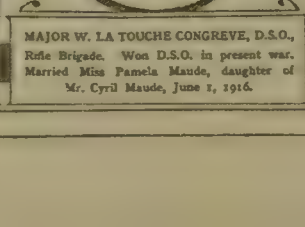
MAJOR W. J. DOBSON,
Canadian Infantry. Educated
at St. Paul's School, and
Exeter College, Oxford.



LT. LORD NEWBOROUGH,
Welsh Guards. Succeeded his
grandfather in title. Died of
illness contracted in trenches.



2ND LT. G. K. M. BUTLER,
Yeomanry. Son of the Master
of Trinity College, Cambridge,
Dr. H. Montagu Butler.



PTE. WM. MARINER, V.C.,
K.R.R.C. Won the Cross for
gallant service near Cambrai,
May 1915.

MAJOR W. LA TOUCHE CONGREVE, D.S.O.,
Rifle Brigade. Won D.S.O. in present war.
Married Miss Pamela Maude, daughter of
Mr. Cyril Maude, June 2, 1916.

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It is *not* from what a man swallows, but from what he digests *that* the blood is made, and remember that the first act of digestion is chewing the food *thoroughly*, and that it is only through doing so that you can reasonably expect a good digestion.

Unsuitable food and eating between meals are a main cause of indigestion, &c., because introducing a fresh mass of food into the mass already partly dissolved arrests the healthy action of the stomach, and causes the food first received to lie until incipient fermentation takes place.

A Judicious Rule.—"1st, Restrain your appetite, and get always up from the table with a desire to eat more. 2nd, Do not touch anything that does not agree with your stomach, be it most agreeable to the palate." These rules have been adopted in principle by all dieticians of eminence, and we recommend their use.

'A LITTLE at the RIGHT TIME, is better than Much and Running Over at the Wrong.'

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LITERATURE.

"Shakespeare's Theater."

It would be an extravagance to say that English critics are leaving to their American colleagues the work of research into the earlier history of our stage: names such as those of Mr. E. K. Chambers and, of course, Sir Sidney Lee could be quoted in confutation of any such sweeping statement. What can be said is that interesting schools of students have arisen in the United States which have specialised on more than one branch of the subject. Above all, there has been concentration on the features and developments of the Elizabethan playhouse. Two men, for example, to whose labours we owe much are Dr. Albright and Dean Gildersleeve. With them we must now rank Professor Ashley Thorndike, whose treatise on "Shakespeare's Theater" (Macmillan) may surely be reckoned the most exhaustive and reasonable summary extant on a matter that bristles with controversy. His book is so worthy of praise, because he never fails to recognise that the sixteenth-century stage is everywhere transitional—a halfway house between the mediæval and the modern, in which there is constant change, and because he never lets a theory shape his facts.

The chief problem of the Elizabethan theatre is that of its two stages, outer and inner, and there have been scholars who have over-emphasised the importance of each. Specially prominent and consistent have been the group that have exaggerated the use of the inner stage as a place for setting properties, and indicating a change of scene by curtain-rise or curtain-fall, and have exalted the change or alteration of scenes from apron stage to inner stage into a fixed procedure of staging. With an eye kept too closely on certain plays of the period, they have imagined authors constructing their dramas on principle as a series of alternating outer and inner scenes. It is a pretty theory, and would simplify things immensely could it be maintained; but, like so many simplifications, it ignores inharmonious data. Many scenes in Elizabethan drama, the Professor points out, were but vaguely localised; it looks as if the inner stage, so much used at the Restoration,

so all-significant later, was but sparingly employed in Shakespearean days; there are cases in which changes from the outer to the inner stage and the reverse were effected while characters remained on the stage; and even incongruous properties were left on for the audience to treat as non-existent.

The thoroughness of Dr. Thorndike's research-work is just as evident in his handling of smaller problems, such as the differences that existed between the public

good reasons—fears of rioting, fire, and the extending of the plague. But it was a lucky thing for posterity that the City's authority did not extend beyond its gates and did not include certain franchises. Otherwise the first permanent theatres, "Playhouse" and "Curtain," could not have been established Shoreditch way, Bankside would never have won its way to fame, and the Blackfriars house could never have entertained its summer patrons. Thus even King James had his uses.

The Fabians. The British public, unaccustomed to pursue the origins of its ideas or the conditions of its life further back than the morning paper, is probably quite unconscious, as a whole, how much of those phenomena could ultimately be traced to the influence of the Fabian Society. The reason is that the Society has always been an influence rather than a force in current politics. It has remained comparatively small in numbers, has worked privately and in the background, and, except for the meteoric but shortlived incursion of Mr. H. G. Wells into its operations a few years ago, has not greatly courted publicity or expansion. All thinking people, however, know what its influence has been, and will read with interest "The History of the Fabian Society" (A. C. Fifield), by Mr. Edward L. Pease, who was its secretary for twenty-five years, and since the war began has resumed his old work, his successor having obtained a commission in the Army. At the present time there is a natural tendency to judge every new book in relation to the war. But if readers are looking to the Fabians for light on that great subject they will be disappointed. True to its principles as borrowed from Fabius Maximus, the Society has adopted tactics of delay in expressing any opinion on the war or the future. In a "final paragraph" Mr. Pease writes: "The war is with us and the end is not in sight. In accordance with the rule which forbids it to speak unless it has something of value to say, the Society has made no pronouncement and adopted no policy." It would be interesting to discuss that decision, but space forbids. We may add that the book contains portraits of leading Fabians, two articles by Bernard Shaw, and a complete list of Fabian publications.



THE PIPES AT THE FRONT: SOME HIGHLANDERS RETURNING FROM THE TRENCHES.

There have been many instances during the war of the traditional heroism of the Scottish pipers. Only recently, for example, at Longueval, a regiment of Highlanders were led to the attack by their pipers, to the tune of "The Campbells are Coming." Official Press Bureau Photograph.

and the private theatres. He reminds us, and proves his case by plenty of documentary evidence, that our stage would have been in a bad way but for the Court favour that was extended to actors. If it had had to depend on the tender mercies of the City of London, neither theatres nor drama could have survived. In 1572 "plays were banished for a time out of London," and it was the constant endeavour of the City officials to shut up the half-dozen or so London playhouses. No doubt, they had their

the war or the future. In a "final paragraph" Mr. Pease writes: "The war is with us and the end is not in sight. In accordance with the rule which forbids it to speak unless it has something of value to say, the Society has made no pronouncement and adopted no policy." It would be interesting to discuss that decision, but space forbids. We may add that the book contains portraits of leading Fabians, two articles by Bernard Shaw, and a complete list of Fabian publications.

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The Mother's new responsibility.

"I am doctoring baby myself now. Our family doctor is so busy on war-work that I haven't the heart to keep worrying him about baby's little ailments."

"But isn't that rather risky for baby?"

"No, because when I asked Mother about the medicine I am using, she said 'you can't do better—I used it with all of you, and you wanted no doctor.'"

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It at once made itself favourably known to nurses and parents and medical men also, who used it in their own families. Its reputation rapidly grew from the mere fact of **Gripe Water** being recommended by one person to another and being used by one generation after another in the same families. To-day there are many parents who were themselves brought up as babies by the aid of this preparation, who now use it in turn for their own children.

WOODWARD'S **Gripe Water**, therefore, is not a new preparation pushed upon the public by sheer weight of advertisement. It carries with it the high sanction of long experience.

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During the first few anxious months of a baby's life and particularly during the time of teething, the little ones suffer from a number of minor ailments which cause the mother much anxiety, and which, though not serious in themselves, may lead to serious trouble if not properly attended to. Most of these ailments, however, are very simply explained, being due to disordered digestion and mal-assimilation of food, which cause flatulency and other distressing symptoms to appear, and the little one becomes very disturbed and cries with pain. In nearly all such cases, WOODWARD'S **Gripe Water** will bring immediate relief, quickly reducing the pain and correcting the disordered system.

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Made solely from materials of the finest quality, and backed by the sound experience of over 60 years, "**Gripe Water**" is to-day universally recognised as a standard nursery medicine. Whilst being in every way efficacious it is at the same time a perfectly harmless remedy—so simple in fact, that it can be given even to a newly-born infant. Another point is its uniformity. It is of great importance in regard to Children's medicines that mothers should be able to get a recognised standard preparation ready for use at the shortest possible notice, with the assurance that it is always precisely of the same uniform strength and quality. WOODWARD'S **Gripe Water** is made in large quantities, which renders variation in the case of an individual bottle practically impossible.

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"In my capacity as a trained nurse, some four years ago, I was attending a patient under Dr. — who highly recommended your **Gripe Water**. From his advice I took to using it, and from its great efficiency I, both as a mother and a nurse, have used a great quantity of it, and I always recommend it to my friends, patients and acquaintances,"—so writes a nurse living in Brighton.

From British India comes a letter—"A medical man here has used 36 bottles in one year for his own baby. The demand for it during the last year has been tremendous. The Indians who are educated and well-to-do also buy this, but our best customers are Europeans who buy your **Gripe Water** for the use of their infants. The older generation recommends it to the younger mothers, who in their turn speak of it to their friends and thus a steady sale is going on."

A Warning.

There is *only one* **Gripe Water** and that is WOODWARD'S, the name "**Gripe Water**" itself being one of the registered Trade Marks. The other Trade Mark is the little round picture representing the "Infant Hercules strangling Serpents." Be sure you look for these two Trade Marks. WOODWARD'S **Gripe Water** is obtainable at Chemists and Stores all over the world. In this country the price is 1s. 3d. per bottle.

THE CHRONICLE OF THE CAR.

Petrol Licenses. I expect by the time these lines appear all motorists will have received their petrol-allowance tickets. I wait patiently for mine, which so far has not arrived, so can only write about other people's. One thing, however, I am sure of, and that is few people



AN INVALUABLE COMMERCIAL MOTOR: A THREE-TON COMMERCIAL CHASSIS DAIMLER WITH A SINGLE-DECK 'BUS BODY.

This useful vehicle has been supplied under a War Office exemption to Messrs. County Carriers, for use in the service of the St. Helens and District Motor Services Company. This is the eighth Daimler vehicle purchased by Messrs. County Carriers, who have obtained excellent results from them, although the running conditions are severe. One of these Daimlers has covered 52,000 miles before the engine required any attention whatsoever.

are going to get anything like as much as they want; yet I have heard news of cases where the demand made was thirty gallons per month, and the permit says fifty gallons can be supplied; while the owner of a 25-h.p. car has been given only five gallons per month, being treated like a motor-cyclist, a friend of his, who has the same quantity. Other certain features are—no longer will people use their cars for short runs of a few hundred yards, and engines will not be allowed to "turn over" while the car waits outside the front door for its passengers. No doubt, lots of motorists will go back to using push-cycles to take them to the station in the morning; and perhaps we shall see Gertie riding hers with a side-car attached, taking father to the station in the morning, and bringing him home at night, while she gives mother a lift to do her shopping or her calls the rest of the day.

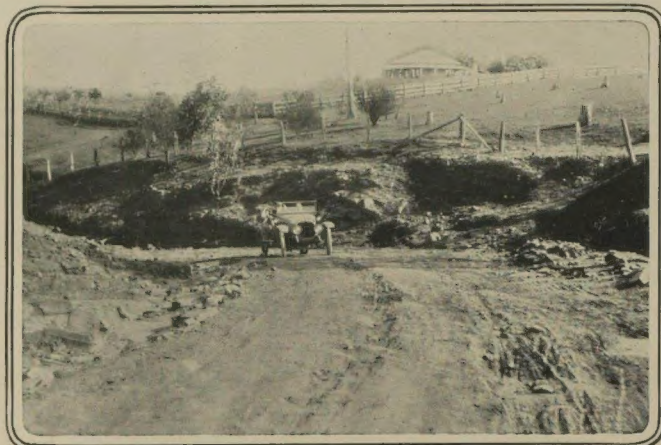
Petrol Saving. Writing upon the petrol question and various sources of economy seems to have brought me certain correspondence of which the

subjoined letter from the Palmer Tyres Company, Ltd., is a good example—

In your notes last week regarding various petrol-saving propositions, you point out the difficulty of selecting the good from among those advertised, and eliminating the bad. How much good may exist only in the imagination with regard to various petrol mixtures and additions, how much there may actually be in them, is not for us to say, but we are convinced, and so are a good many motorists, that the fitting of the Palmer Cord tyres does, without question, show an economy in petrol-consumption which amounts to quite 10 per cent. These figures are arrived at, not by any guessing or calculation of problematical possibilities, neither are they the results of isolated tests, but are the outcome of quite a number of petrol-consumption, set-throttle, and coasting tests, the average of each being checked and recorded. To show how thoroughly we have gone into this matter, and to show that we do not go out of our way to convince even ourselves of the value of these tests, we have set out the average of a considerable number of tests in the accompanying booklet, which we commend to your consideration. We do not wish to make a bald statement on petrol-economy in our advertisements and expect motorists to believe us without further investigation, but wish them to follow the example of many experienced motorists and send for "Palmer's, Petrol, and Power," and then try this petrol-saving experiment for themselves. They may at first be sceptical—but after the trial they invariably become convinced.

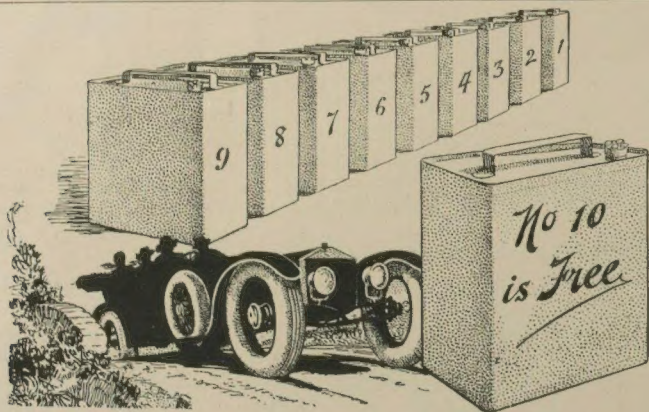
So far as it goes, this suggested method of economy is all right; but what we motorists now are greatly wanting is cheap fuel and plenty of it. I pin my faith to our chemists, and hope that they will be able to evolve alcohol in conjunction with calcium carbide into such a nauseous drink, and at the same time a useful fuel, that the Government will remove the present restrictions on commercial alcohol, in order that it can be produced at a commercial price. On June 25 and 26, 1914, a Charron car was driven at Brooklands on petrol, benzol, and alcohol without having the carburettor altered in the slightest degree. It was then found that alcohol only went half as far as a power-producer as petrol,

according to the R.A.C. certificate of that performance. Why this is so requires a chemist to explain properly; but, as the car ran all right on this fuel, if it were allowed to be sold on commercial lines, in place of under the present restrictions, its cost would be so low that using double the quantity as compared to petrol would be cheaper, and, besides, give us plenty of fuel. Even if one only got half speed out of it, it would largely help to keep all our cars on the road, in place of leaving them to rot in the garages—and this looks like being their fate for the next twelve months. One wants something drastic in the shape of an economical contrivance to meet a curtailment of 75 per cent. of the ordinary supply of fuel, and so far I cannot think of anything better than that the Government should be urged to free alcohol. So, motorists one and all, you had better "get up and be a-doing" in this direction if you wish to use the cars you have already paid carriage-tax for. Before I close this subject of petrol-saving I must quote from another letter, this time from Ireland. With a Zenith carburettor, the correspondent is getting forty-nine miles to the gallon on his Stellite car; while his brother,



OVER THE RAZORBACK MOUNTAIN: A VAUXHALL MOTOR IN NEW SOUTH WALES. In this difficult country (part of the route followed by Mr. Boyd Edkins recently when he beat the Melbourne-Sydney record by two hours, seven minutes) a 16-20-h.p. Vauxhall car is seen ascending a road of very rough surface.

on the same make but with another carburettor, is only getting thirty-two miles to the gallon. No doubt, I shall get some more of this class of news; but it will have to wait until our Christmas Number before I shall be able to find room for it in these columns. *Verbum sap.*—W. W.



Palmer Petrol-Economy

Every tenth gallon is Free when you replace old-style canvas-lined tyres with the virile, petrol-saving, friction-free Palmer Cord Tyres.

The virility and energy-conserving power of Palmers are due to their Patent Cord formation—wherein the pure rubber tread has a foundation of cords built up from multiplied strands of pure rubber-insulated strong cotton.

Palmers have been exhaustively tested at Brooklands against the best canvas-lined tyres—and show a saving in Petrol of over 10%.



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Proof of the TEN PER CENT. SAVING is shown in the Booklet No. 8 (with diagrams) "Palmer's, Petrol and Power," sent post free.

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Telephone: 1234 GERRARD (4 lines),
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Chief Offices: 119 to 123,
Shaftesbury Ave., London, W.C.
And at Paris and Amsterdam.

Field Boots

"HULLO, Carruthers! Glad to see you back! Had a good time?" chorussed a little knot of officers somewhere in France.

"And where, in the name of all that's wonderful," queried one, "did you get a pair of field boots made in five days?"

"Ready-made," was the laconic reply.

"What!"

"Yes, you know my Lotus service boots, that kept me dry all winter?"

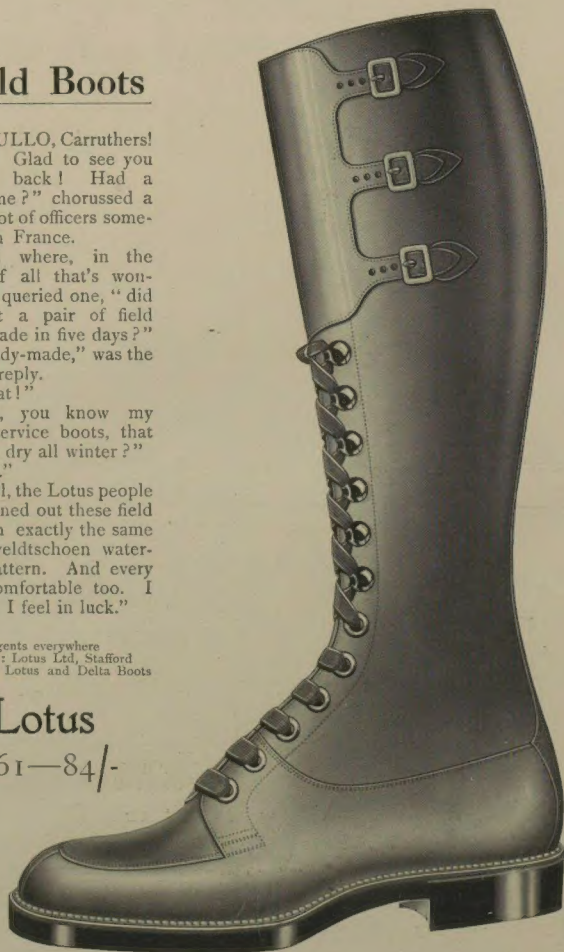
"Yes."

"Well, the Lotus people have turned out these field boots on exactly the same welted-veldtschoen waterproof pattern. And every bit as comfortable too. I tell you, I feel in luck."

Agents everywhere
Letters: Lotus Ltd, Stafford
Makers of Lotus and Delta Boots

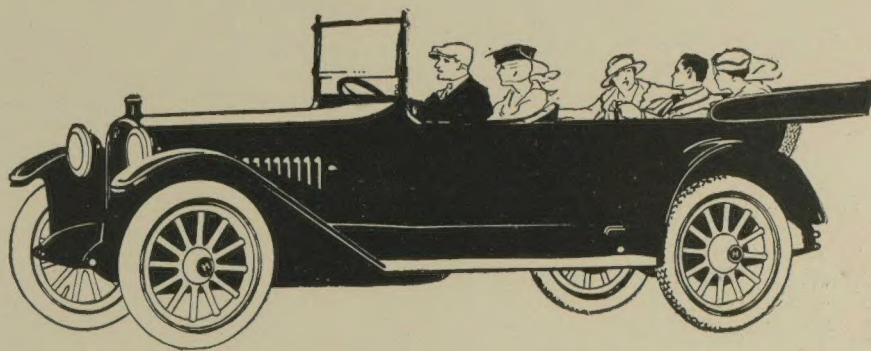
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Motor Car Service



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We have kept a record of every complaint, large and small, made against the Series "N" Hupmobile. Our record to date from the time the first Series "N" left the factory shows the Hupmobile to be 99 % efficient.

In other words, only one car out of 100 developed the slightest imperfection. We defy any mechanical thing, manufactured by hundreds and used and abused by hundreds of people in every climate under the sun under every road condition imaginable, to surpass that record.

This record is significant to the automobile buyer who values his time, money, and peace of mind. Our records, proving our efficiency claims, are open to inspection.

Brief Hupmobile Specifications.

Hupmobile Models: 5-seater, 7-seater, 2-seater, sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke, (3 3/8" x 5 1/2"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear Axle floating type, spiral bevel gear, cam-shaft and crank-shaft bearings, bronze shell, babbitt lined. Long wheel base (119" on 2 and 5-seater, 134" on 7-seater). Tyres 880 x 120 m/m or 34" x 4" on 2 and 5 seater, 920 x 120 m/m or 35" x 4 1/2" on 7-seater). Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; robe rail; foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre-carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

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Dealer for England: WHITING, LTD., 334-340, Euston Road, London.

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Children take them without fuss.

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Small Pill, Small Dose, Small Price.

GENUINE must bear signature



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the surest, quickest remedy for Catarrh, Ordinary Colds and Asthmatic troubles. The standard remedy for over 40 years.
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Also put up in Powder form. **Absolutely BRITISH.** Why not give it a trial?

This remedy, which positively prevents and cures **SEA SICKNESS and TRAIN SICKNESS**, has been tested on the English Channel, Irish and Baltic Seas by the leading London newspapers, who endorse its unflinching power to prevent mal-de-mer.

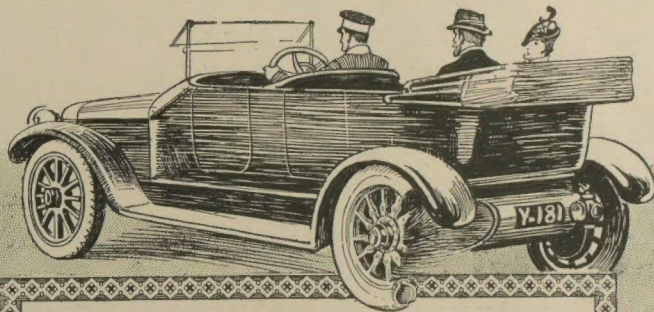
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Used by Steamship Companies, on Atlantic Liners, Yachts, Motor Boats, Polytechnic Tours, &c., and has received testimonials from Royalty, the Nobility, Doctors, Chemists, Army and Naval Officers. Absolutely harmless and produces no bad after-effects.

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GUARANTEED TO CURE OR MONEY RETURNED.



Waste of Grip.

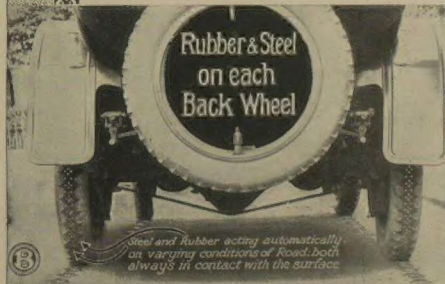
YOU might as well have one of your back wheels incomplete as have them with odd tyres. A Steel Studded Tyre and a Grooved Rubber Tyre are meant for different kinds of roads. On a soft road, the rubber tyre does not grip; on a hard, smooth surface the steel studs slip. Power is always being wasted through one back wheel. Why compromise? Why not have both tyres always working full time? Fit both back wheels with All-British

BELDAM V-Steel Studded

Tyres. The steel studs and the rubber tread are both on the same level. You get the effect of two tyres—an all-rubber and a steel-studded—on each wheel—the value of four tyres at the cost of two. The pull on the road is even—there is no waste of power, no slipping, no skidding. The grip you need is always there.

Write for Prices. Also cost of Beldam Retreads for your present covers.

The Beldam Tyre Co., Ltd., Brentford, Middlesex.



Godbolds

CHESS.

REV. J. CHRISTIE (Redditch).—We have to leave much to the composer himself in such a matter, and we are not able to say off-hand for what purpose the piece is used.

H. J. B. LEADLEY (Guelph, Canada).—Your solution is quite right. The criticism you offer of the problem is a very general one.

CAPTAIN R. B. GANNARD (Carlton House Terrace).—We are afraid you must try again at No. 3737, for, as you yourself point out, Black's defence of P to Q Kt 3rd prevents the solution you propose. The key move is a very good one, and you will admit when you discover it. We hope you may find the tedious of convalescence relieved by your studies in this column.

S. G. SHEAD. —We are much obliged for copy of your magazine, and will quote a game from it in a future issue.

A. MIRZA (Dacca).—H Black play 1. P to Q 5th, we do not see how mate follows.

CHESS IN LONDON.

Game played in the City of London Chess Club, between Messrs. W. H. WATTS and R. H. V. SCOTT.

(Ruy Lopez).

WHITE (Mr. W.)	BLACK (Mr. S.)	WHITE (Mr. W.)	BLACK (Mr. S.)
1. P to K 4th	P to K 4th	25. R takes R	K to K 4th
2. Kt to K B 3rd	Kt to Q B 3rd	26. B takes Kt	P takes B
3. B to Kt 5th	P to Q R 3rd	27. Q takes P	Q to B 4th (ch)
4. B to R 4th	Kt to B 3rd	28. K to B sq	Q to Q 4th
5. Castles	B to K 2nd	29. Q takes K P	
6. Kt to B 3rd	P to Q Kt 4th		
7. B to Kt 3rd	P to Q 3rd		
8. Kt to Q 5th	Kt takes P		
Black would do better by Castling at once. He gets no opportunity of doing so afterwards.			
9. R to K sq	Kt to B 4th	30. R takes Q	Kt to Q 2nd
10. P to Q 4th	Kt takes B	31. P to B 6th	R to K sq
11. R P takes Kt	B to Kt 5th	32. R takes R	K takes R
12. Kt takes B	Q takes Kt	33. P to K Kt 4th	K to Q 2nd
13. P to R 3rd	B takes Kt	34. K to B 2nd	K to K 3rd
		35. P to Kt 5th	K to B 4th
		36. P to R 4th	K to Kt 5th
		37. K to K 3rd	K takes P
		38. K to B 4th	K to R 6th
		39. P to Kt 4th	K to Kt 7th
		40. P to Kt 3rd	K to B 7th
		41. P to B 4th	P takes P
		42. P takes P	K to K 7th
		43. K to K 4th	K to Q 7th
		44. P to Kt 5th	P to Q R 4th
		45. P to B 5th	P to R 5th
		46. P to Kt 6th	P takes P
		47. P takes P	P to R 6th
		48. P to Kt 7th	P to R 7th
		49. P to Kt 8 (a Q)	
White has judged the position to a nicety.			
		50. Q to R 2nd	Resigns.

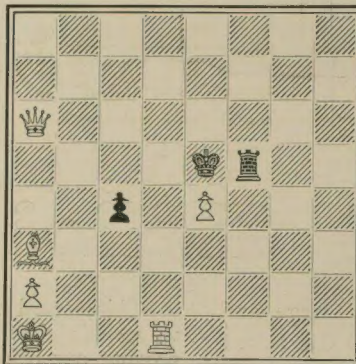
CORRECT SOLUTION OF PROBLEM No. 3731 received from F. T. McCarthy (Barnum); of No. 3732 from Y. Kontoneli (Raahel), C. A. M. (Pnang), and F. J. H. (Malta); of No. 3733 from J. B. Camara (Madeira); of No. 3734 from C. Field (Athol, Mass., U.S.A.); of No. 3735 from Charles Willing (Philadelphia), C. Field, and H. J. B. Leadley (Guelph, Canada); of No. 3736 from T. North (Leinster), F. W. Atkinson (Northampton), F. J. Overton (Sutton Coldfield), R. C. Durrell (Wanstead), R. E. Pascoe (Fort Grail), H. C. How-Bobes (Harpending), L. Chomé La Roque, Captain Challice (Great Yarmouth), and Jacob Verrall (Rodenell).

CORRECT SOLUTIONS OF PROBLEM No. 3737 from A. W. Hamilton Gell (Exeter), H. Grasett Baldwin (Farnham), G. Stillingfleet Johnson (Seaford), J. Fowler, A. H. Arthur (Bath), J. D. Hobbs (Alton), J. S. Forbes (Brighton), E. G. B. Barlow (Bournemouth), M. E. Onslow (Bournemouth), W. C. D. Smith (Northampton), T. T. Gurney (Cambridge), F. Fallows, R. E. (Chatham), W. E. Rose (Sydenham), C. A. P. Rev. J. Christie (Redditch), J. Hope (Greenwich), J. Smart, J. Dixon (Colchester), Chomé La Roque, Abbotsbury, E. W. Allen (Highgate), M. G. Sinclair, H. Moor (Hackney), and R. E. Pascoe (Fort Grain).

SOLUTION OF PROBLEM No. 3735.—By H. J. M.

WHITE
1. R to Q R 8th R takes R
2. B to Q 8th R takes B
3. P takes R (Kt), mate.

If Black play 1. P to Kt 3rd, then 2. R takes R, and mates next move.

PROBLEM No. 3738.—By E. G. B. BARLOW.
BLACK.WHITE.
White to play, and mate in three moves.

We have received a copy of the Magazine of the British Correspondence Chess Association, containing a report of its last annual meeting. Like most societies of the kind, it has suffered some loss from the war, but new entries continue to be made by enthusiastic players all over the country. Any of our readers wishing to join should address themselves to Mr. S. G. Shead, 1, Connaught Place, London, W., who will be glad to supply all information.

Mr. John Lane has published the first number of an imposing new journal entitled *Form*, a Quarterly of the Arts. The annual subscription for it is £1 4s., and for an *édition-de-luxe* (limited to sixty copies) £3 3s. The first number leads off with an article on "The Grotesque," written and illustrated by Mr. Edmund J. Sullivan. His work is strong in more senses than one, and will not be to everybody's taste. There are drawings by Mr. Frank Brangwyn, Mr. Charles Ricketts, and Mr. Austin O. Spare. The literary contributors include Mr. R. B. Cunningham-Graham, Mr. W. B. Yeats, Mr. Laurence Binyon, Lady Margaret Sackville, and Mr. W. H. Davies.

"THE ROTTERS," AT THE GARRICK.

WITH a Lancashire setting, a family group of characters, and a plot promising the revolt of the younger generation against an overbearing paterfamilias, you expect in "The Rotters" a comedy of North-Country manners on the lines already familiarised by the late Stanley Houghton and Mr. Harold Brighouse. But Mr. H. F. Maltby hardly gets as far as that. One scene showing the would-be Mayor's early morning scrutiny of his family holds out prospects of something of the sort, but the devices by which the author gets all three children, and even their mother, into scrapes soon produce an impression of the mechanical which is definitely confirmed when the old tyrant is confronted with a former wife reappearing for his discomfiture. The scheme of this play, indeed, is too farcical for comedy, and it reveals only too rarely that first-hand grip of life and character in Lancashire, and of the mental twist and verbal directness of the North-Countryman which we get from the Manchester school of playwrights at its best. That is not to say that "The Rotters" is not diverting—it is decidedly so—but merely to record the fact that it is not on the same plane as "Hindle Wakes" or "Hobson's Choice." Everybody is bound to laugh at the climax of Counsellor Clugston's woes, in which he has to pay blackmail to the chauffeur he had previously scorned as son-in-law; and everyone will enjoy the forcefulness and humour Mr. Charles Groves puts into his presentation of the puritanical humbug. It should also be added that Miss Clare Greet as the crushed wife who turns, Miss Marga La Rubia and Miss Eva Leonard-Boyne as the daughters, and Mr. Gordon Ash as the lordly chauffeur—from Eton—all give the piece the benefit of spirited acting.

Mr. Boyd Edkins is one of the most successful competition drivers in Australia. Last year he travelled from New South Wales to Brisbane to take part in the Queensland A.C.'s hill-climbing contest, gaining second place. This year he did better. After again completing the long trip, he was rewarded with the first prize, captured on a 20-h.p. Vauxhall fitted with Dunlop tyres.

To-day everyone is interested in everything relating either to the present war or to famous wars of years ago. The Crimean War was responsible for bringing into being concerns which are now a great national asset, such as the Birmingham Small Arms Company, Ltd., of Birmingham. The origin of this company dates from 1855, when the gun-makers of Birmingham were called upon by Government to furnish arms for use in the Crimea. An interesting history of this great concern has been published, entitled "B.S.A. History from the Days of the Crimea to the Great War." The illustrations show the Enfield muzzle-loader of 1857, as well as all the rifles made by the company up to the present service rifle. It also shows the first bicycle and tricycle made at the B.S.A. works. A copy of this booklet can be obtained free from the Birmingham Small Arms Company, Ltd., Small Heath, Birmingham.



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